

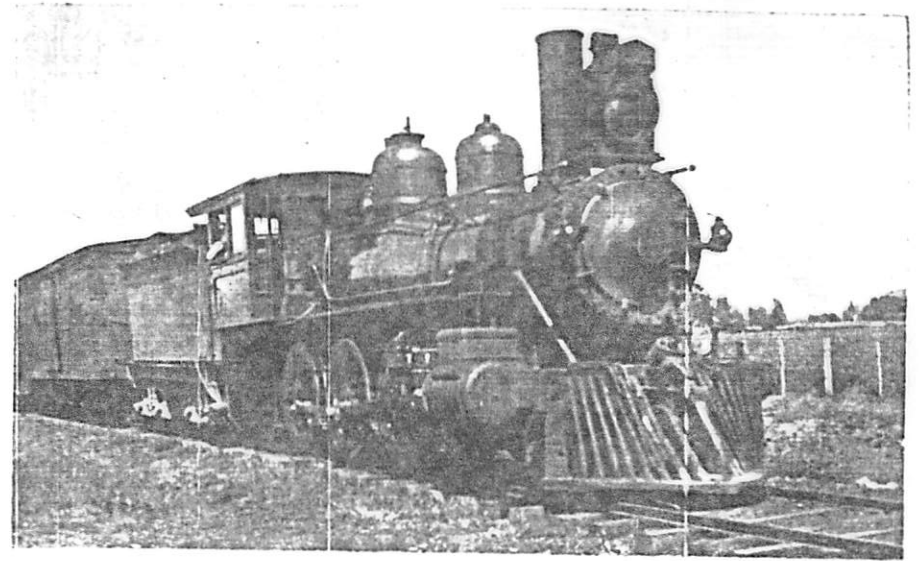
An early sheep camp on the range in the mountains near Charleston.

ton the Hereford headquarters of Utah. John M. Ritchie and the Allen brothers were also breeders of fine Percheron horses.

The railroad came to Charleston in 1899, and the first train arrived Sept. 6 at 2 p.m. The train carried six carloads of people from Provo who had been given free rides as the first passengers traveling



Haying time on the Wright farm in Charleston. Pictured here are William Stacy Wright, William T. Wright, Ethel, Elsie and Sarah Wright.



The first train to arrive in Charleston from Provo on September 6, 1899 at 2 p.m.

to Wasatch County. Nearly all the residents of Charleston were on hand at the depot to welcome the new iron horse. For many years afterward the people in Charleston enjoyed the convenience of two trains a day between Heber and Provo.

The advent of Deer Creek Reservoir and faster means of transportation began to spell the decline of Charleston in the late 1930's. Farm lands were covered with water and many residents moved away. Some who had to leave with their families and give up farms and homes in the wake of the new reservoir were John W. Allen, Thomas Allen, H. F. Watson, John L. Atwood, Heber J. Simmons, William Daybell, George B. Wright, William Boren, George Edward, Perry D. North, Roe Carlile and A. F. Latta.

With many of the residents moving away, the last remaining business in the town, the North Mercantile Co., was forced to close its doors. The Post Office was also discontinued, and patrons placed on rural route service from Heber. This necessitated the retirement of Postmaster Loraine S. Wright, who had served for 28 years. About 1958 the Post Office building was purchased by the Sons of the Pioneers and was moved to Pioneer Village in Salt Lake City, Utah.

Those who have served as Postmasters in Charleston are: Nymphus C. Murdock, Sarah A. Wagstaff, Nellie North, Nellie Webster, Ruby Madsen and Loraine S. Wright.

With all the changes that have occurred in Charleston, The Church of Jesus Christ of Latter-day Saints continues as the mainstay in the lives of those who remain.



The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

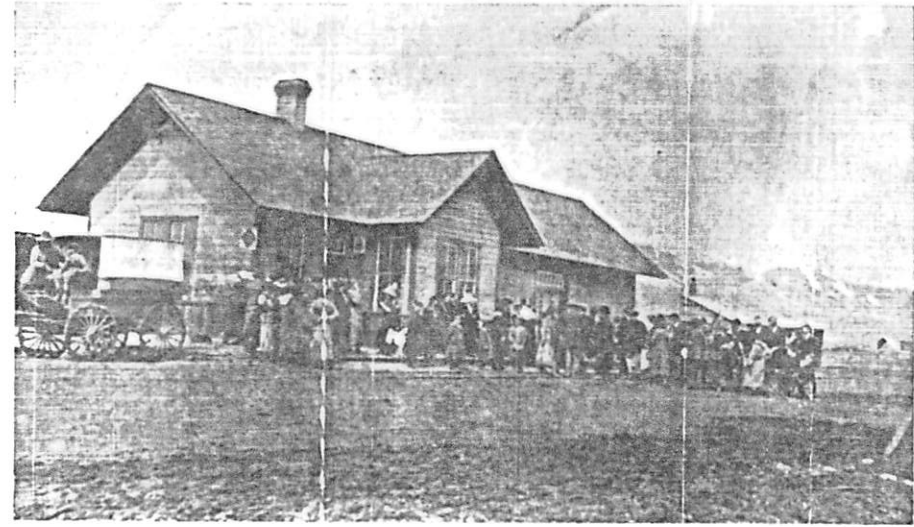
son, Andrew Mair, Jr., John Forman, Robert Montgomery, Byron Pierce, LaMar Watkins, Frank Murdock, Carl G. Anderson and Tom Parry. One other member of the trade, blacksmith Andrew Anderson, presented a paradox in that his specialty was watch repairing. He fixed the intricate mechanisms right along with his blacksmith work, though he never did any horse shoeing.

The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With the money now coming into the community, business began to pick up and new firms were established.

TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.

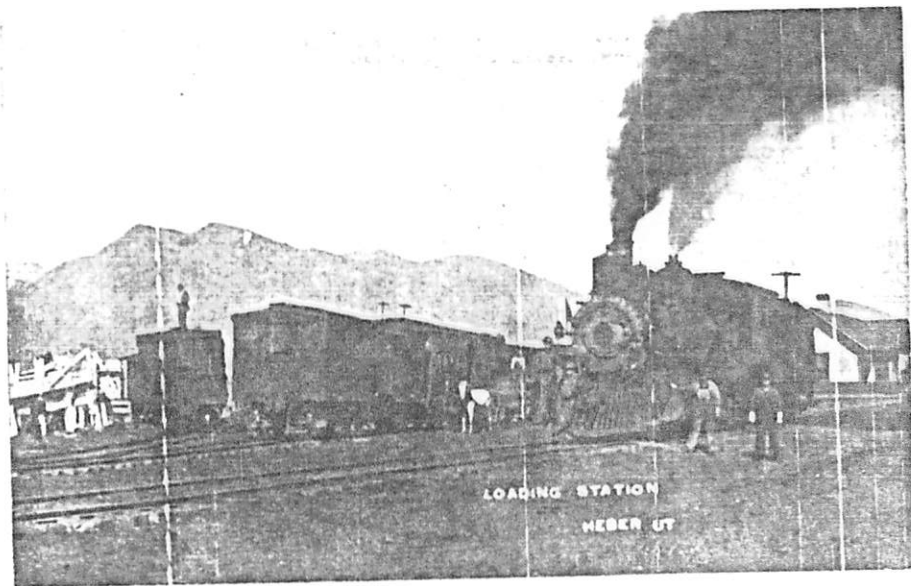


The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.



Shown here is the loading station adjacent to the depot.

Railroad travel became a reality in Heber on September 29, 1899 when the Denver and Rio Grande Western Railroad opened a line from Provo through to the Wasatch area.

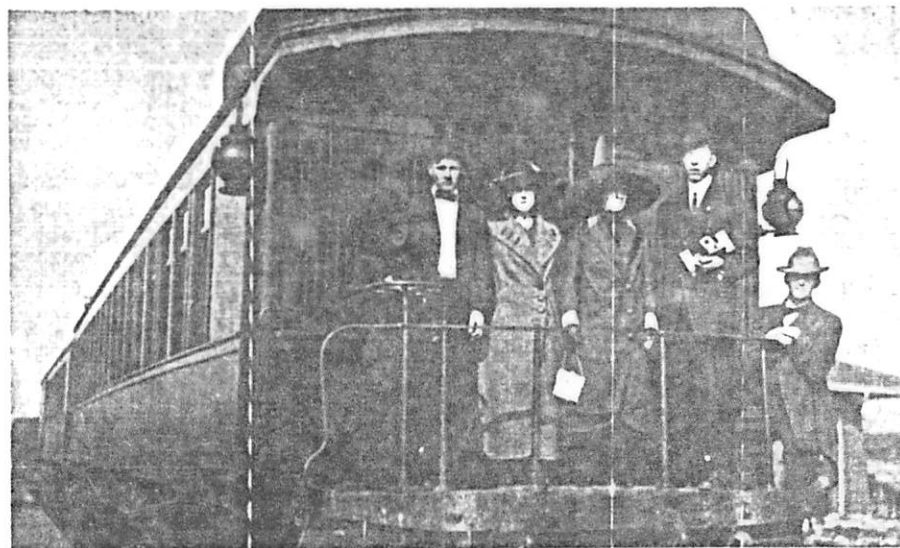
The line had long been awaited by Heber residents because it would enable them to ship their livestock and farm commodities to outside markets. The feeling of the day was described in an article in the "Wasatch Wave" which stated:

RAILROAD COMPLETED FRIDAY, SEPTEMBER 29, 1899 Heber Now in Touch with Outside World

E. W. Sullivan appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

"The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crahurst, six miles; Nunns, nine miles; Falls, ten miles; Forks, twelve miles; Wallburg, eighteen miles; Charleston, twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been appointed agent at Heber. He comes well recommended, having been in the employ of the company for a number of years.

"Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast-continental trains both east and



Pictured on this train leaving the Heber Depot are Laura Clyde, H. Clay Cummings, Nora Clyde, Elthoria Hicken, Storm McDonald and one unidentified man. Railroad travel was a real boon to valley residents.

west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40 A.M. train—arrive in the City 10:00 o'clock; returning you can leave Salt Lake at 5 o'clock P.M. and reach Heber at 8:05. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5. On the other hand our Salt Lake friends can leave there at 8 A.M., reach Heber at 11:10 A.M. spend 3½ hours in Heber and leave at 2:20, arriving in Salt Lake at 5:35 in the evening."

The community leaders were sufficiently moved by the significance of the occasion that they planned a special railroad holiday on Friday, October 6, 1899 and invited people from all over the state to attend.

The railroad company set up a special train of seven cars which arrived in Heber at 3 p.m., carrying many state dignitaries, including Governor J. T. Hammond, Provo City officials and some 400 persons.

Residents of Heber and Wasatch County along with the Heber Brass Band met the train and its passengers at the depot and proceeded to the court house yard where a special platform had been erected.

Here a special program began with an address of welcome by Abram Hatch, stake president. Mayor Jones of Provo made a brief response and each of the state officials present spoke for a few minutes. These included Gov. Hammond, James Chipman, state treasurer; Morgan Richards, Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and U. S. Senator Reed Smoot. Numerous railroad officials and officers

of Provo City were also honored. Music was furnished by quartets from Heber and Provo and by the Heber Brass Band.

After the program the large crowd adjourned to Heber Social (old hall) Hall where they were served free food between 4 and 7 p.m. A dance in Turner's Hall during the evening concluded the festivities. The special train left Heber shortly after 10 p.m. and arrived in Provo at 12:30 a.m.

Of the day's activities, the "Wave" commented:

"All seemed to enjoy themselves during the afternoon and evening, and we believe the visitors went home feeling that they had been well treated by the people of Heber and having a somewhat warmer feeling toward us than they formerly had."

The coming of the railroad gave rise to a number of related businesses, including "hack" service. Frank Carlile of the Heber Livery Stable was one of the most reliable drivers of the time. He met all the trains leaving town or arriving. Often his hack was so loaded with townspeople, traveling salesmen or other travelers that two or three had to stand on the step at the rear of the buggy. His reputation was for reliability, and people knew they could always catch their train if they rode with Frank Carlile.

Station agents that have followed Mr. Sullivan include A. A. Tyree, assisted by Nate C. Coleman; a Mr. Harmon; Joseph Ely who served some 20 years, and the present agent, Roger Felt, who has been at the station some 19 years.

Advancements in truck transportation and the convenience of automobile travel has cut deeply into the railroad's business, so that the train makes only one run into the valley each week at present.



Lt. Russell Maughan flew the first airplane into Heber in 1921. Schools were closed and people gathered to look at their first flying machine. Shown here is some of the crowd that gathered around the old DeHaviland plane.

FLYING

The first airplane to land in Wasatch County came in 1921 when Lt. Russell L. Maughan flew an Army DeHaviland plane into Heber to pay a call on his mother-in-law, Mrs. David Fisher.

Lt. Maughan later won international fame when, on June 21, 1925, he left Mitchell Field in New York at dawn and flew non-stop to San Francisco by dusk.

When he came to Heber he landed on the James W. Clyde farm at Sixth South and Main. It was the first time many of the residents had seen an airplane. Schools were dismissed the following day so that students could witness the "take-off."

In later years a modern up-to-date airport was built south of Heber for private as well as emergency aircraft use.

HOTELS AND MOTELS

Travel in and out of Heber by whatever means brought the need for hotel service and several fine hotels were established. U. S. Highway 40 through the city has brought many tourists to the area in recent years and the hotel and motel business has been consistently good.

The first hotel in Heber known as the McMullin House was built by Mr. and Mrs. Henry McMullin Sr. on the west side of Main Street at the corner of First North. Initially they had their own sleeping quarters a kitchen and two rooms upstairs for rent. Shortly thereafter about 1875, they built a brick building on the same location that had seven rooms for



The Duncan House, popular Heber hotel, is shown here in this 1918 photograph.

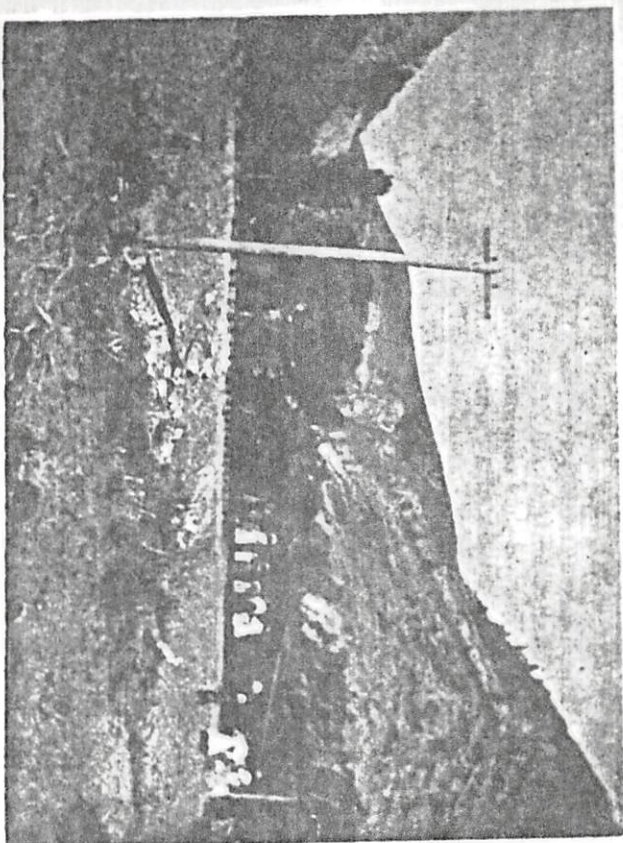
RAILROADS

The first official train of the Utah Southern Extension Railroad arrived at the depot in Provo November 25, 1873. This eagerly-awaited event was marked with an elaborate celebration. The firing of cannon and music from the Provo brass band greeted the train as it came in. A program followed, with four thousand people present, and a "grand ball" was held in the evening.

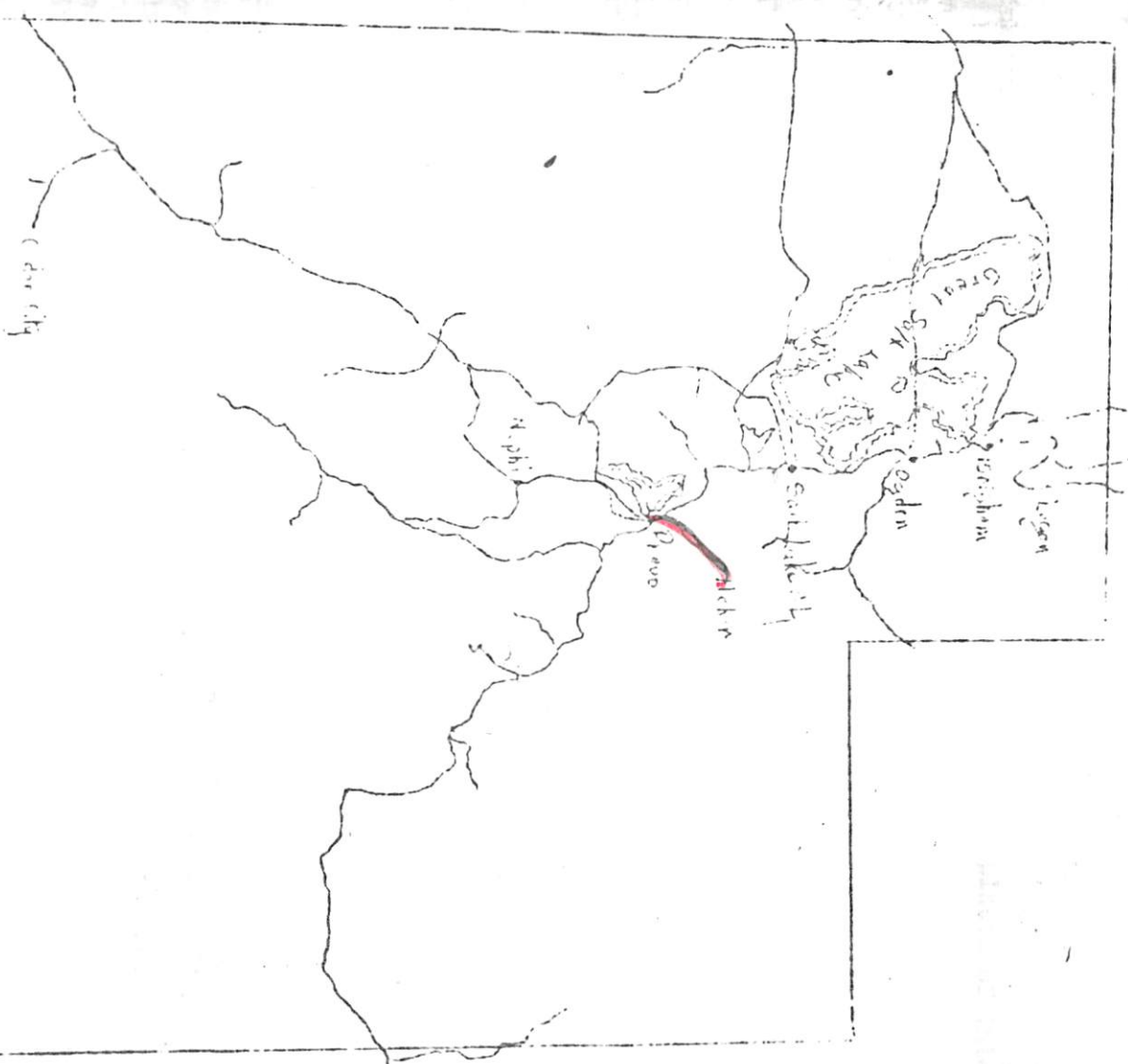
Business opportunities increased with the coming of the railroad, and new markets were opened up for agricultural produce and livestock.

In 1879, the Provo City Council advanced \$1000 for purchase of a right-of-way to extend the narrow gauge railroad, which had been completed from the Pleasant Valley coal fields to Springville, to their city. When the Denver and Rio Grande Railroad built west into Utah in 1881, they took over the narrow gauge and, in 1889, converted it to standard gauge. A branch line was extended to Park City mines through Provo Canyon in 1897.

Provo, in 1947, is served by three railroads—the Denver and Rio Grande; the Utah Railway, referred to as the Coal Road, and operating between Provo and the coal fields of Emery County; and the Union Pacific.



"EXCURSION TRAIN"
First train that went through Provo Canyon, taken 1898.



From: "Course of Social Studies
for Alpine School District."

ANCH

PROVO CANYON BRANCH

28.05 MILES

Built S.G. in 1899
Upper 15 Miles purchased in 1900
from Utah Eastern Ry Co.

oved in 1917 and 18.
" " 1925.
" " 1945.
1 to U.P.R.R. in 1948.
oved in 1948
" " 1951.

San Pule
River 55431

4" Slag 1966
28 65
Moroni Spur
33 63 Wye Marysville Brh
LC 27 32 14 + 52 9 0"

4"
-0 60
+1 80

MORONI SPUR
EPHRAIM

